

Quarterly Report

October - December 2021



January 30, 2022



Statutory Reporting Requirements

The RhodeWorks plan to repair roads and bridges was approved by the Rhode Island General Assembly and signed into law by Governor Gina M. Raimondo on February 11, 2016. The legislation (2016-H 7409Aaa, 2016- S 2246Aaa) creates a funding source that will allow the Rhode Island Department of Transportation (RIDOT) to repair more than 150 structurally deficient bridges and make repairs to another 500 bridges to prevent them from becoming deficient, bringing 90 percent of the State's bridges into structural sufficiency by 2025. Incorporated into the new legislation are the following reporting requirements: Statutory Reporting Requirements

RIGL 42-13.1-16. Reporting. – The department shall submit to the office of management and budget, the house fiscal advisor, and the senate fiscal advisor, a report on the progress of implementation of this chapter within thirty (30) days of the close of each of the fiscal quarters of each year. The reports shall also be posted on the department's website. The reports shall include, at a minimum:

- (1) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date;
- (2) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater awarded in the prior federal fiscal year, date of award, value, and expected substantial completion date;
- (3) Expected final cost of:
 - (i) Any construction contracts of five hundred thousand dollars (\$500,000) or greater that reached substantial completion in the prior federal fiscal year; and
 - (ii) Any design contracts of five hundred thousand dollars (\$500,000) or greater completed in the prior federal fiscal year; and
- (4) Total number of workers employed through the contract and the number of the workers in that total with a Rhode Island address.



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Dear Ms. Reynolds-Ferland, Messrs. Whitney and Daniels:

RIDOT is pleased to submit the FFY 2022 Q1 RhodeWorks quarterly report.

Our department has had an exceptional quarter. We opened the flyover on the 6-10 Interchange to connect route 6E with 10N which also freed up congestion in the Olneyville neighborhood. We started work on the massive Washington Bridge project and have made great strides on the NB Viaduct, Henderson, and the Route 37 bridges.

Our success since the beginning of RhodeWorks has attracted a massive influx of \$576 million in Infrastructure and Investment Jobs Act dollars. We will use those funds to accelerate more than 100 projects in our Ten-Year-Plan bringing Rhode Islanders safer roads. The projects also represent a renewed emphasis on cleaner, greener, and more equitable construction that will reduce emissions and help mitigate climate change.

Because of RhodeWorks, RIDOT was uniquely positioned to be able to seamlessly integrate these federal funds into our existing construction schedule and we will have shovels in the ground on at least two of them this year. This quarter we have been on time and on budget almost 100 percent and we look forward with great anticipation to beginning the 2022 construction season.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Alviti Jr.', is written over a horizontal line.

Peter Alviti Jr., P.E.
Director

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Planning / Project Management

- **Route 6/10 Interchange** - In November, the new Route 10 North to Route 6 West flyover ramp officially opened – two years ahead of the initial anticipated opening date. The sweeping ramp is more than 940 feet long, passing more than 50 feet above Route 10. It is 26 feet wide and its single travel lane is flanked by wide shoulders on both sides to accommodate any disabled vehicles while keeping the ramp open to travelers. RIDOT expects it will carry more than 15,000 vehicles per day.
- **Washington Bridge** – In October, Governor Dan McKee, U.S. Senators Jack Reed and Sheldon Whitehouse, Congressman David Cicilline and RIDOT Director Peter Alviti, Jr. joined with state and local leaders to break ground on the \$78 million Washington Bridge North project. It will address the structural deficiencies of the westbound portion of the Washington Bridge, which carries I-195 over the Seekonk River between East Providence and Providence. The project also includes a new off-ramp to support economic development opportunities and other improvements to address chronic congestion issues on the Interstate.

Project Acceleration

- **Infrastructure Investment and Jobs Act (IIJA)** – The Act, signed in November 2021, provides RIDOT with an additional \$576 million of federal funds over a five-year period to invest in the state of good repair for Rhode Island's transportation infrastructure. RIDOT has determined that the additional funding makes it possible to begin construction of over 100 projects valued at \$2.1 billion, an average of four years sooner. Matching state funding will be combined with the federal funds to accelerate these improvements to Rhode Island's transportation infrastructure while also creating new jobs for Rhode Islanders.

Inter-Agency Support

- **COVID-19 Response** - The RIDOT Maintenance Division continues to provide support services and resources to RIEMA, RIDOH, RISP, RIDEM and the Rhode Island National Guard as part of the response efforts to the COVID pandemic – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.), and supporting logistics at RIEMA headquarters. All while maintaining essential highway and bridge maintenance operations. With the increase in COVID cases over the first quarter, these support services and resources have increased.

Transit

- **Wickford Junction Station** - The upper floors of the Wickford Junction parking facility have continued to be used as a drive-thru testing and vaccination site with 400-500 daily vehicles for testing. General parking space utilization further increased since URI's fall semester has begun. SFY 2022's second quarter averaged 260 daily cars – almost 240 percent above SFY 2021's average

Statutory Requirements

CONSTRUCTION

FFY21 AWARDS

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

CONSTRUCTION CONTRACTS AWARDED IN FFY 2021 (Oct. 1, 2020- September 30, 2021)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2021 1st Quarter - October 1, 2020 - December 31, 2020			
HSIP - Intersection Safety Improvement 2020	Oct-20	\$ 0.9	Aug-21
Bridge Group 49 - Henderson Bridge	Oct-20	\$ 66.1	Jul-25
Subtotal		\$ 67.0	
FFY 2021 2nd Quarter - January 1, 2021 - March 31, 2021			
STC I-295 SB at Bald Hill Rd	Jan-21	\$ 1.3	Oct-21
HSIP Intersection Safety Improvements - Route 37 and Natick Ave	Jan-21	\$ 2.1	Nov-21
Bridge Group 10 - I-295 SMI	Jan-21	\$ 13.0	Jul-22
Bridge Group 32 I-95 CRA, PVD	Feb-21	\$ 29.0	Nov-23
Bridge Group 57J - Browning Mill Bridge and Culverts	Mar-21	\$ 0.6	Oct-21
I-95 SB High Speed Lane Resurfacing (ARD)	Mar-21	\$ 0.2	May-21
HSIP Intersection Safety Rt 6 & 7	Mar-21	\$ 2.5	Sep-22
Bridge Group 59C - Reservoir Ave RR	Mar-21	\$ 7.9	Dec-22
Subtotal		\$ 56.6	
FFY 2021 3rd Quarter - April 1, 2021 - June 30, 2021			
RT1 Post Rd - Drainage (NKS)	Apr-21	\$ 5.5	May-23
HSIP Roadway Departure Mitigation 2021	Apr-21	\$ 0.9	Jun-22
2021 Rubberized Asphalt Chip Seal C-1	May-21	\$ 1.2	Jun-22
2021 Crack Sealing North, South, Central Regions C-1	May-21	\$ 0.8	Sep-21
Pell Bridge Ramps Phase II	Jun-21	\$ 58.0	Dec-24
2021 Paver Placed Elastomeric Surface Treatment C-1	Jun-21	\$ 3.2	Oct-21
Subtotal		\$ 69.7	
FFY 2021 4th Quarter - July 1, 2021 - September 30, 2021			
I-195 Relocation C-19 Park & Bridge Completion	Jul-21	\$ 0.5	Jun-22
Improvements to Birch Swamp Rd & Schoolhouse Rd (Market St to Long Ln)	Jul-21	\$ 3.7	May-23
Salt Storage Facility - PAW	Aug-21	\$ 1.9	Sep-22
Bridge Group 57T-10 I-195 Washington North Phase 2	Sep-21	\$ 59.5	Aug-26
Bridge Group 35 - I-295 LIN, SMI	Sep-21	\$ 9.2	Aug-24
Bridge Group 45C_H Cottrell	Sep-21	\$ 2.6	Apr-23
Subtotal		\$ 77.3	
TOTAL		\$ 270.6	

Note: Value = the total construction value, except for design/build projects.

CONSTRUCTION

FFY21 COMPLETE

STATUTORY REQUIREMENT: Expected final cost of Construction Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2021 (Oct. 1, 2020 - September 30, 2021)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2021 1st Quarter - October 1, 2020 - December 31, 2020					
Bridge Group 05 - EGR, EXE, WAR, WGR	Oct-20	\$ 7.4	74	55	74%
Bridge Group 40A - Hawkins St. Bridge	Oct-20	\$ 2.2	49	32	65%
Salt Storage Facility - EPR	Oct-20	\$ 2.1	N/A	N/A	N/A
Roadway Departure Mitigation 2020	Oct-20	\$ 2.3	16	10	63%
RT 115 Main St (RT 116 to Jackson Flat Rd)	Oct-20	\$ 1.6	24	21	88%
SRTS - Narragansett C-1	Nov-20	\$ 1.3	19	15	79%
Park Avenue Bridge at Pocasset River	Nov-20	\$ 2.2	23	21	91%
Bridge Group 46A - Lafayette Rd	Nov-20	\$ 6.3	58	42	72%
STC Miscellaneous Improvements 2019	Nov-20	\$ 1.8	50	32	64%
Bridge Group 44A - Silver Creek	Nov-20	\$ 3.1	43	29	67%
Bridge Group 15B - Aquidneck Island	Nov-20	\$ 5.5	86	69	80%
Bridge Group 48A - Howard Rd	Dec-20	\$ 1.7	53	28	53%
Route 1A, Old Post Rd Charlestown	Dec-20	\$ 0.9	18	17	94%
Bridge Group 34T - 7 - I-295 C-1	Dec-20	\$ 19.3	102	51	50%
Bridge Group 40B - Bath St East	Dec-20	\$ 2.4	13	12	92%
Subtotal		\$ 60.0			
FFY 2021 2nd Quarter - January 1, 2021 - March 31, 2021					
Bridge Group 18B - EGR, NKS	Mar-21	\$ 2.8	125	91	73%
Subtotal		\$ 2.8			
FFY 2021 3rd Quarter - April 1, 2021 - June 30, 2021					
2020 Rubberized Asphalt Chip Seal C-1	Apr-21	\$ 1.3	N/A	N/A	N/A
Bridge Group 05T - 3 - Tollgate & Centerville Rd	Apr-21	\$ 19.3	199	78	39%
I-95 SB High Speed Lane Resurfacing (ARD)	May-21	\$ 0.2	30	23	77%
Bridge Group 05T - 2 - Baker Pines	Jun-21	\$ 7.0	103	73	71%
Rt 44 - Taunton Ave (Rt 1A/114 - Mass S/L)	Jun-21	\$ 3.0	29	24	83%
Subtotal		\$ 30.9			
FFY 2021 4th Quarter - July 1, 2021 - September 30, 2021					
Bridge Group 16B	Jul-21	\$ 3.2	63	46	73%
Bridge Group 35T - 8 - I-295 C-3	Jul-21	\$ 10.7	218	115	53%
Bridge Group 62 - Manville Br	Jul-21	\$ 7.0	120	78	65%
STC Improvements 2020	Aug-21	\$ 1.0	38	26	68%
HSIP - Intersection Safety Improvement 2020	Aug-21	\$ 0.9	53	46	87%
Pell Bridge Ramps Phase I	Aug-21	\$ 6.3	130	79	61%
2021 Crack Sealing North, South, Central Regions C-1	Sep-21	\$ 0.8	26	0	0%
Bridge Group 38T - 12 - Rt 146 Farnum Pike	Sep-21	\$ 10.0	234	134	57%
Subtotal		\$ 39.9			
TOTAL		\$ 133.6	1,996	1,247	62.5%*

RIDOT is increasing efforts to ensure contractor compliance with Rhode Island Jobs reporting requirements.

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and the PRISM Compliance Management (PRISM) Database, and current contract amounts as of 12/31/21

Note: RIDOT Continues to monitor costs post-substantial completion -- the construction value will be adjusted to reflect construction expenses related to punch lists and final close-out activities.

*Grand totals are not based off unique person(s) data. If an individual worked on multiple projects, they are counted under each.

CONSTRUCTION

FFY23 PLANNED ADVERTISED

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value, and expected award date.

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2023 (Oct. 1, 2022 - September 30, 2023)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2023 - October 1, 2022 - September 30, 2023		
2023 PPEST	FFY 23	\$ 2.3
2023 Rubberized Asphalt Chip Seal	FFY 23	\$ 1.2
2023 Crack Sealing - Statewide	FFY 23	\$ 2.5
Bridge Group 17B - BUR	FFY 23	\$ 12.0
Bridge Group 13E -- West River	FFY 23	\$ 4.1
RI-138, East Main Rd (Hedley St to Turnpike Ave)	FFY 23	\$ 13.0
RI-138, East Main Rd (Hedley St to Aquidneck Ave)	FFY 23	\$ 14.7
2023 Intersection & Crosswalks	FFY 23	\$ 4.0
2023 Roadway Departure	FFY 23	\$ 5.5
2023 Safety Corridor	FFY 23	\$ 1.9
Bridge Group 02_OS -- Foster	FFY 23	\$ 8.4
Bridge Group 44_H -- Nonquit Pond	FFY 23	\$ 2.4
RI-7 - Douglas Pike (Providence T/L to Burrillville T/L) / Twin River Road (RI-7 Douglas Pike to Les Pawson Loop)	FFY 23	\$ 19.4
RI-103 Pawtucket Ave and Bullocks Point Ave (Crescent View Ave to Veterans Mem. Ave) / RI-103 Pawtucket Ave and Bullocks Point Ave (Crescent View Ave to Veterans Mem. Ave) / RI-136 Market Street (Schoolhouse Road to MA S/L)	FFY 23	\$ 18.5
I-95 (Connecticut S/L to RI-138)	FFY 23	\$ 13.4
RI-122, Mendon Rd (I-295 to Lincoln T/L) / RI-116, Angell Rd (RI-122 to RI-114) / School St (RI-126 to Main St)	FFY 23	\$ 13.2
US-44 Putnam Pike (Reservoir Rd. to Money Hill Rd.) / Reservoir Rd. (US-44 to South Main St.) / US-44, Putnam Pke (Sprague Hill Rd to Connecticut S/L) / RI-94, Reynolds Rd (RI-101 to US-44)	FFY 23	\$ 13.2
Sprague Street Resurfacing and Sidewalks (E. Main Rd. to Bristol Ferry Rd.)	FFY 23	\$ 3.2
US-1, Franklin and Granite Streets (RI-78 to Union St) / US-1, Post Rd (Robin Hollow Rd. to Tamanaco Dr.)	FFY 23	\$ 15.1
US-1, Tower Hill Rd (Stedman Government Center to RI-4) / Bridge Group 26 -- Tower Hill Road	FFY 23	\$ 25.3
Veterans Memorial Parkway (Warren Ave to South Broadway)	FFY 23	\$ 3.7
TOTAL	\$	197.0

DESIGN

FFY21 AWARDS

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

DESIGN CONTRACTS AWARDED IN FFY 2021 (Oct. 1, 2020 - September 30, 2021)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2021 1st Quarter - October 1, 2020 - December 31, 2020			
*	*	\$ -	*
Subtotal		\$ -	
FFY 2021 2nd Quarter - January 1, 2021 - March 31, 2021			
*	*	\$ -	*
Subtotal		\$ -	
FFY 2021 3rd Quarter - April 1, 2021 - June 30, 2021			
Bridge Task Order (Preservation - C1) Program 3	Apr-21	\$ 5.0	Apr-24
Bridge Task Order (Preservation - C2) Program 3	Apr-21	\$ 5.0	Apr-24
Bridge Task Order (Preservation - C3) Program 3	Apr-21	\$ 5.0	Apr-24
Bridge Task Order (Reconstruction - C1) Program 3	Apr-21	\$ 12.0	Apr-24
Bridge Task Order (Reconstruction - C2) Program 3	Apr-21	\$ 12.0	Apr-24
Bridge Task Order (Reconstruction - C3) Program 3	Apr-21	\$ 12.0	Apr-24
Bridge Task Order (Reconstruction - C4) Program 3	Apr-21	\$ 12.0	Apr-24
Professional Consultant Services and ITS Tech Support to the RIDOT TMC	Apr-21	\$ 5.8	Apr-24
Providence Station State of Good Repair & Capacity Project	Apr-21	\$ 2.5	Apr-26
Pavement Preservation, Resurfacing & Highway Improvements Engineering Task Order Program 3	May-21	\$ 2.0	May-24
Pavement Preservation, Resurfacing & Highway Improvements Engineering Task Order Program 3	May-21	\$ 2.0	May-24
Pavement Preservation, Resurfacing & Highway Improvements Engineering Task Order Program 3	May-21	\$ 2.0	May-24
Subtotal		\$ 77.3	
FFY 2021 4th Quarter - July 1, 2021 - September 30, 2021			
T.F. Green Airport Station Proposed Intercity Rail Service-Preliminary Design	Sep-21	\$ 2.7	Sep-24
Subtotal		\$ 2.7	
TOTAL		\$ 80.0	

DESIGN

FFY21 COMPLETE

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

DESIGN CONTRACTS COMPLETED IN FFY 2021 (Oct. 1, 2020 - September 30, 2021)

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2021 1st Quarter - October 1, 2020 - December 31, 2020					
On-Call Highway Safety Improvement Program (HSIP) final design consultant services	Oct-20	\$ 0.55	N/A	N/A	N/A
2015 Pavement Preservation Program - C- 1	Oct-20	\$ 0.38	N/A	N/A	N/A
Routine Bridge On-Call Design Consultant Services	Oct-20	\$ 0.23	N/A	N/A	N/A
On-Call Transportation Engineering Services Task Order Program	Oct-20	\$ 0.13	N/A	N/A	N/A
STC Traffic Studies Consultant	Oct-20	\$ 0.15	N/A	N/A	N/A
On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-7	Dec-20	\$ 0.04	N/A	N/A	N/A
On-Call Highway Pavement Resurfacing/ Highway Pavement Improvements C-4	Dec-20	\$ 0.06	N/A	N/A	N/A
On Call STC Traffic Studies Consultant	Dec-20	\$ 0.57	N/A	N/A	N/A
On-Call Traffic Consultant C-1	Dec-20	\$ 1.41	N/A	N/A	N/A
Subtotal		\$ 1.41			
FFY 2021 2nd Quarter - January 1, 2021 - March 31, 2021					
Statewide High Hazard Intersections/Ramps - C2/ Newport	Feb-21	\$ 1.70	N/A	N/A	N/A
Design Build On-Call Transportation Engineering Service - Bridge/Routine C-1	Feb-21	\$ 0.19	N/A	N/A	N/A
On-Call Maintenance Consultant-Statewide	Feb-21	\$ 0.49	N/A	N/A	N/A
American with Disabilities Act	Feb-21	\$ 2.87	N/A	N/A	N/A
I-195 Interchange	Feb-21	\$ 31.81	N/A	N/A	N/A
Bridge Rehab/Replacement T GRP 4 (Sakonnet)	Feb-21	\$ 29.77	N/A	N/A	N/A
Transit - Track and Platform Conceptual Design for AMTRAK Rail Passenger Service at TF Green Airport Station	Mar-21	\$ 0.30	N/A	N/A	N/A
On-Call Bridge Design C-2	Mar-21	\$ 2.98	N/A	N/A	N/A
Bridge Design On-Call Consultant Services C-2	Mar-21	\$ 0.18	N/A	N/A	N/A
Comp Bridge Improvement Program - Group 4	Mar-21	\$ 4.53	N/A	N/A	N/A
Comprehensive Bridge Rehab Program - Group 2	Mar-21	\$ 2.52	N/A	N/A	N/A
2015 Interstate RT 95 Resurfacing Program C-2	Mar-21	\$ 0.74	N/A	N/A	N/A
2016 On-Call Transportation Engineering Services Task Order Work Program-Pavement/Improvements	Mar-21	\$ 0.64	N/A	N/A	N/A
Subtotal		\$ 78.72			
FFY 2021 3rd Quarter - April 1, 2021 - June 30, 2021					
On-Call Highway Pavement Resurfacing/Highway Pavement Improvements C-5	Apr-21	\$ 0.05	N/A	N/A	N/A
Design Bid On-Call Transportation Eng. Services-Bridge/Complex C-3	Apr-21	\$ 0.43	N/A	N/A	N/A
Evaluation and Rehab of Providence Viaduct BR #578 Phase I	Apr-21	\$ 29.19	N/A	N/A	N/A
On-Call Highway Pavement Resurfacing/Highway Pavement Improvements C-4	May-21	\$ 0.15	N/A	N/A	N/A
On-Call Stormwater MS& EPA Consent Decree Compliance-GP and CD Support	May-21	\$ 0.57	N/A	N/A	N/A
On-Call Task Order Work program-Stormwater/Drainage C-4	May-21	\$ 0.09	N/A	N/A	N/A
On-Call Task Order Work program-Stormwater/Drainage C-4	May-21	\$ 0.02	N/A	N/A	N/A
On-Call Task Order Work program-Stormwater/Drainage	May-21	\$ 0.01	N/A	N/A	N/A
Arterial Traffic Control System - C-5	May-21	\$ 1.39	N/A	N/A	N/A
Trestle Trail - Bicycle and/or Pedestrian Facility	May-21	\$ 1.58	N/A	N/A	N/A
On-Call Transportation Eng. Services-Bridge/Routine C-1	Jun-21	\$ 0.42	N/A	N/A	N/A
On-Call Transportation Eng. Services-Bridge/Routine C-2	Jun-21	\$ 0.86	N/A	N/A	N/A
On-Call Transportation Eng. Services-Bridge/Routine C-2	Jun-21	\$ 0.44	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 2.50	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 0.63	N/A	N/A	N/A
Design Build On-Call Transportation Engineering Services-Bridge	Jun-21	\$ 0.43	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 0.35	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 0.33	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 0.58	N/A	N/A	N/A
On-Call Transportation Engineering Services Bridge/Routine C-4	Jun-21	\$ 0.37	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/Simple C-3	Jun-21	\$ 0.26	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/Simple C-3	Jun-21	\$ 0.80	N/A	N/A	N/A
On-Call Transportation Engineering Services Task Order Work Program-Facilities	Jun-21	\$ 0.08	N/A	N/A	N/A
On-Call Transportation Engineering Services Task Order Work Program-Facilities	Jun-21	\$ 0.11	N/A	N/A	N/A
Subtotal		\$ 6.43			
FFY 2021 4th Quarter - July 1, 2021 - September 30, 2021					
2016 On-Call Transportation Engineering Services Task Order Work Program PVM/Resurfacing	Jul-21	\$ 0.34	N/A	N/A	N/A
Hwy-1R Highway Safety Imp Program -3	Aug-21	\$ 1.84	N/A	N/A	N/A
On-Call Transportation Engineering Services Task Order Work program-Stormwater /Drainage	Aug-21	\$ 0.19	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/Routine C-8	Aug-21	\$ 0.72	N/A	N/A	N/A
PM - Trestle Trail - West Section Bridges-Coventry RI	Sep-21	\$ 0.26	N/A	N/A	N/A
Subtotal		\$ 3.35			
TOTAL		\$ 89.91			

Note: RIDOT does not currently collect full employment and payroll information from contractors and subcontractors on design contracts as this was not a legislated requirement prior to RhodeWorks. As such, RIDOT does not currently have sufficient information about the number of unique employees per project or employee state of residence. RIDOT is developing a methodology to capture this information in the future.

Data sources: RIDOT Financial Management System

DESIGN**FFY23 PLANNED**

STATUTORY REQUIREMENT: Design Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date.

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2023 (Oct. 1, 2022 - September 30, 2023)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
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FFY 2023 - October 1, 2022 - September 30, 2023

*	*	\$	-	*
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Note: At this time, the planning of FFY 2023 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

PLANNING
GRANTS

STATUTORY REQUIREMENT: All federal, discretionary and any other grants that the department has applied for and the status of that application and identify any changes from the prior report. For any grants that require a state match, the department shall identify if the source for the state's match is available under currently authorized funding.

GRANT APPLICATIONS (FFY 2016 - Present)
AWARDED

Project Description	Project Type	Grant Source	Application Year	Project Cost (\$M)	Grant Request % of Project Cost	Matching Funds Available via Curr. Auth. Funding?
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	\$ 13.1	67.3%	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	\$ 20.0	54.6%	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	\$ 20.0	69.7%	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	\$ 2.8	20.0%	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	\$ 60.4	75.9%	Yes
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	\$ 12.5	50.0%	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	20.0%	Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	\$ 25.0	64.3%	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	\$ 65.0	56.7%	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	\$ 4.0	20.0%	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	\$ 21.3	74.9%	Yes
Total				\$ 245.1		

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Project Cost (\$M)	Grant Request % of Project Cost	Matching Funds Available via Curr. Auth. Funding?
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	\$ 65.0	38.5%	Yes
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	\$ 100.0	20.0%	Yes

NOT AWARDED

Grant Application Description	Project Type	Grant Source	Application Year	Project Cost (\$M)	Grant Request % of Project Cost
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 595.0	70.6%
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 226.1	73.9%
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	\$ 342.9	82.5%
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	\$ 69.5	88.5%
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.3	20.0%
NEC Regional Rail Plan	Planning	FRA	FFY 2020	\$ 3.8	20.0%

NOTE: This page has been added as a new statutory reporting requirement based on the passage of the 2022 State Fiscal Budget. Going forward any changes to the data reflected on this page will be noted in this section.

NOTE: *August Redistribution – RI takes advantage of unobligated federal formula funds that remain unclaimed by other states. Match requirements determined at the time of award notification to states (annually late August)

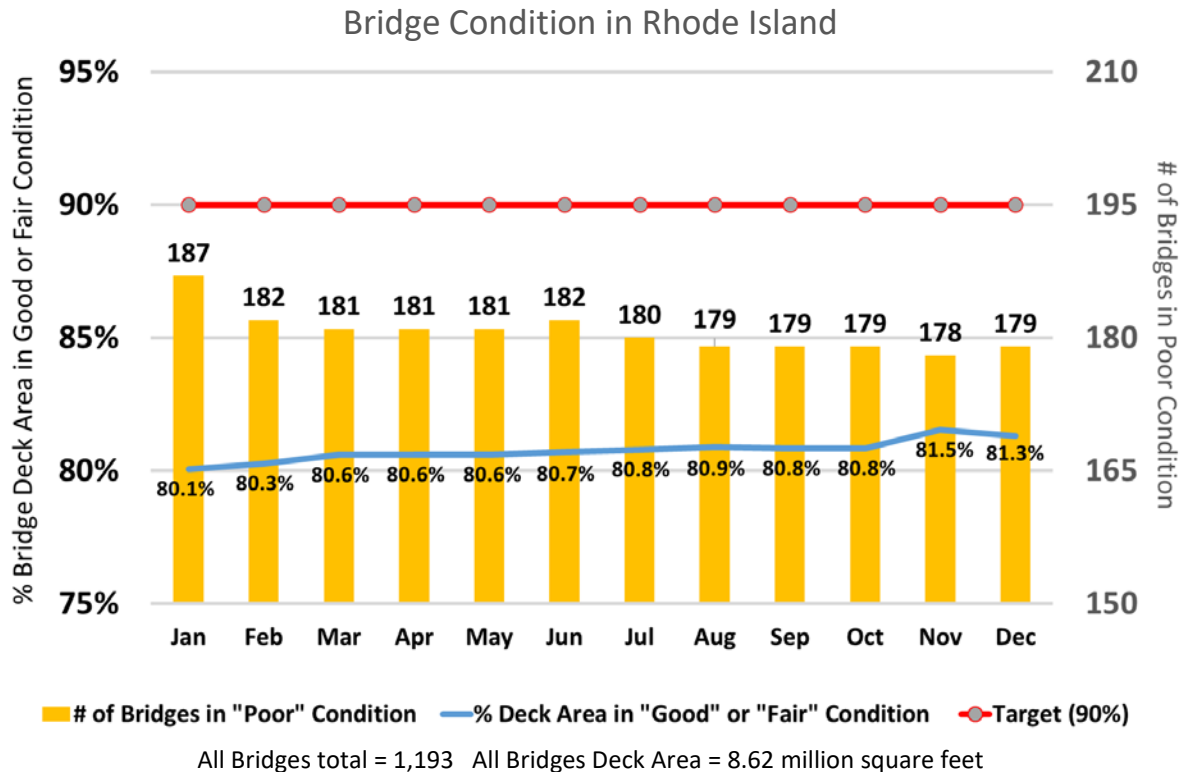
NOTE: THUD Appropriation is a one-time discretionary award with little advance notification

NOTE: Pending - Total match requirements if awarded will be determined at the time of grant award

Operations

Bridge Condition

In 2021, Rhode Island's bridge condition ranking improved two spots, from last place – past West Virginia and Iowa – to 48th place for the percentage of its bridge inventory in good or fair condition (based on 2020 data). The following chart details bridge conditions through the first quarter of FFY 2022.



RIDOT's Ten Year Plan calls for increased expenditures on bridge preservation activities in addition to expenditures on bridge reconstruction. As seen in the chart below, four bridges were removed from the poor condition list during this past quarter; during the same period, four bridges were deemed to be in poor condition upon inspection.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q1 FFY 2022

Q1 Oct-Dec 2022	The Browning Mill Bridge 003801 which passes over Roaring Brook in Exeter	484 sq ft
	The Browning Mill Culvert Bridge 003901 which passes over Roaring Brook in Exeter	1,949 sq ft
	The Lafayette RR Bridge 024301 which passes over Amtrak in North Kingstown	6,241 sq ft
	The Pettaconsett Ave Bridge 061901 which passes over Jefferson Blvd in Warwick	23,437 sq ft
Subtotal		32,111 sq ft

Bridges Added to the "Poor Condition" List in Q1 FFY 2022

Q1 Oct-Dec 2022	The Industrial Drive Bridge 088201 which passes over Moshassuck River in Providence	5,652 sq ft
	The Centerville Road Bridge 042501 which passes over Bald Hill Rd in Warwick	5,829 sq ft
	The Cowesett Road Bridge 068501 which passes over I-95 NB & SB in Warwick	8,403 sq ft
	The Elmwood Ave South Bridge 066701 which passes over Elmwood Ave in Providence	14,226 sq ft
Subtotal		34,111 sq ft
Net Change		-2,000 sq ft

Note: The chart to the left, while generated from bridge software, is meant to solely be a list of bridges and is only one piece of the information used to generate the "Bridge Condition in Rhode Island" chart.

The Rhode Island Department of Transportation aims to maintain and provide a safe and efficient transportation network. A key component of this is ensuring that the pavement on State roads is properly managed and maintained. There are a variety of pavement treatments that can be utilized, depending on the needs of the roadway and the availability of funds. Pavement projects derive from RIDOT's pavement preservation and capital programs, and are based on strategic asset management.

Pavement Preservation Program - Pavement Preservation extends the service life of roadways by making a pavement surface less permeable to reduce water penetration through cracks, which weaken the foundation soils and deteriorates the pavement. Current treatments include crack sealing, asphalt rubber chip seals and thin overlays or PPEST. Pavement preservation techniques can extend the service life of the road up to ten years.

- **Crack Seal** - a relatively easy and lower-cost operation that prevents water from penetrating into the asphalt pavement to prevent further cracking, base failures, and overall deterioration of the roadway. RIDOT uses a rubberized asphalt liquid to seal joints and cracks to extend the pavement's functional life.
- **Rubberized Chip Seal** – a pavement preservation treatment that combines a 20 percent rubber modified asphalt liquid binder and an asphalt coated aggregate primarily as a flexible waterproof wearing surface. The application improves skid resistance, renews aging surfaces, fills micro-cracks, and seals and waterproofs the pavement.



- **Thin Overlay (Paver-Placed Elastomeric Surface Treatment - PPEST)** – a one inch thick, gap graded hot mix with a modified asphalt cement. The modified asphalt greatly improves the mix's flexibility resulting in a more crack-resistant pavement.

Pavement Capital Program – For some roads, preservation treatments may not be appropriate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.

- **Resurfacing** – pavement rehabilitation process of milling off the top layer of existing pavement to a specified depth (1-2") and replacing this layer with a new hot mix asphalt riding surface. In some cases, roads are simply overlaid.
- **Full-Depth Reclamation (FDR)** – FDR is a pavement rehabilitation process where the road base is reconstructed by pulverizing the existing asphalt pavement and the gravel base materials mixing them with a stabilizing agent designed to strengthen the base. FDR uses in-place materials in a true recycling process that provides long term improvement for severely distressed roads, thus extending surface life after surfacing.

2022 Pavement Preservation

The FFY 2022 Pavement Preservation program will include over 110 miles of PPEST, chip seal, and crack seal projects. These charts provide an inventory of pavement preservation projects planned for the upcoming 2022 construction season:

FFY 2022 Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Little Compton, Tiverton	Crandall Rd	Rt 179/Main St (Adamsville) to Bulgarmarsh Rd	5.2
Tiverton	Old Stafford Rd	Rt 81/Stafford Rd to Rt 81Stafford Rd	0.4
Scituate	Plainfield Pike	Scituate Reservoir Causeway to Rt. 116	1.1
Narragansett	Gallilee Escape Road	Rt 108/Point Judith Rd to end	1.1
Total			7.7

FFY 2022 Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Tiverton	Main Rd	Quaket Creek culvert to RI 179/East Rd	1.9
Hopkinton	Alton Bradford Rd	RI 216/Ashaway Rd to Westerly Town line	0.3
Hopkinton, Westerly	Nooseneck Hill Rd/Ashaway	High St to Pequot Ln	2.6
Total			4.9

FFY 2022 Crack Seal

Municipality	Road Name	Road Limits	Miles
Barrington	Sowams Rd	New Meadow Rd to Francis St	0.4
Bristol, Warren	Hope St/Main St	Elmwood Dr, Bristol to Beach St. Warren	0.7
East Greenwich, North Kings	Rt. 403 (mainline only)	Rt. 4 to Commerce Park Rd	4.0
Newport	Admiral Kalbfus Rd	Malbone St to West Main Rd/Broadway	0.6
Newport	Adm. Kalbfus Rd	Newport Rotary to 3rd St	0.1
Newport	Memorial Blvd & America's	Spring St. to Bridge St.	0.7
Newport	Glady's Carr Bolhouse Rd	Washington St. to Causeway/Goat Island Bridge	0.1
Newport	Farewell St	Van Zandt St to Poplar St	0.4
Newport	America's Cup Ave	Farewell St. to Glady's Carr Bolhouse Rd.	0.2
Newport	Memorial Blvd	Thomas St to Middletown Town Line	1.4
Warren	Main St	Beach St. to Hope St.	0.7
Warren	Main St	Hope St to Water St	1.7
Warren	Market St	Kickemuit Ave to Mass State Line	1.6
Warren	Child St	Mass State Line to Metacom Ave/Rt. 136	1.3
Warren	Child St	Metacom Ave to Rt. 114/Main St	0.7
Westerly	Potter Hill Rd	Rt 3/Ashaway Rd to Canal St/Boombridge Rd	1.9
Westerly	High St	Railroad Ave to Grove Ave	0.1
Westerly	Post Rd	Robin Hollow Rd to Woody Hill Rd	0.0
Westerly	Westerly Bradford Rd	Larry Hirsch Ln to Tower St	0.8
Westerly	Watch Hill Rd	East Ave to Ninigret Ave	2.9
Westerly	Main St/Beach St	Union St to Clark St	0.8
Westerly	Dunn's Corner Rd	Rt 1/Post Rd to Westerly Bradford Rd	2.1
Westerly	Tower St.	Oak St to Granite St/Rt. 1	0.8
Westerly	Post Rd	Rt. 78 to Bellaire St	0.3
Westerly	Post Rd	Bellaire St to Langworthy Rd/Dunns Corner Rd	1.8
Westerly	Shore Rd	Watch Hill Rd to Post Rd/Rt. 1	5.1
Westerly	North Main St	Rt. 91/Bradford Rd to End @ Amtrak	0.2
Total			31.4

2022 Pavement Preservation

Some roadways originally slated for FFY 2021 crack seal will be moved to the FFY 2022 construction season. The following roadways will be given priority when crack sealing resumes in spring 2022:

Crack Seal - FFY 2021 Work to be Completed in FFY 2022

Municipality	Road Name	Road Limits	Miles
Charlestown	Old Post Road	US-1 at West End to Ninigret Park Entrance	0.4
Charlestown	Carolina Back Road	Rt 2/South County Trail to Rt 91/Alton Road	2.2
Charlestown	Narragansett Trail	Kings Factory Road to End	0.5
Charlestown/Westerly	Post Road	Mile Marker 3.0, Westerly to Tamanaco Drive, Charlestown	6.6
Exeter	Ten Rod Road	Forest Hills Road to Sunderland Road	2.6
Exeter	Mill Pond Road	Railroad Avenue to Yawgoo Valley Road	0.9
Exeter	Dorset Mill Road	Mill Pond Road to Cul-De-Sac at End	0.1
Exeter	Austin Farm Road	I-95 to Black Plain Road	0.3
Hopkinton	Spring Street	Nooseneck Hill Road to Soap House Lane (South)	0.2
Hopkinton	Spring Street	Wincheck Pond Road (South) to Camp Yawgoog Road	0.1
Hopkinton	Alton Bradford Road	Collins Road to Ashaway Road/Rt. 216	2.3
Hopkinton	High Street	Rt. 3/Nooseneck Hill Road to Laurel Avenue	0.2
Hopkinton	Gray Lane	Wellstown Road to 200 Yd From End at I-95	0.4
Hopkinton	Laurel Street	High Street/Rt. 216 to Palmer Street	0.2
Hopkinton	Nooseneck Hill Road/Main S	Lawton Foster Road South to Mechanic Street	3.6
Hopkinton/Richmond	Switch Road & Mechanic St	Old Switch Road South to Old Switch Road North	1.2
Hopkinton/Richmond	Bridge Street	Rt. 3/Nooseneck Hill Road to Square	0.2
Jamestown	Conanicus Avenue	East Shore Road to High Street Walcott Avenue	1.2
Jamestown	Hamilton Avenue	Walcott Avenue to Southwest Avenue	0.7
Jamestown	Southwest Avenue	Hamilton Avenue to Narragansett Avenue	0.6
Jamestown	Narragansett Avenue	Grinnell Street to Conanicus Avenue	0.2
Little Compton	Sackonnet Point Road	West Main Road to End	1.5
Little Compton	Pottersville Rd & Mullen Hil	Long Hwy to Mass State Line	1.6
Little Compton	Main Street	Colebrook Road/ Stone Church Road to Mass State Line	0.3
Middletown	East Main Road	Wyatt Road to Bailey Brook Bridge	0.8
Middletown	West Main Road	Coddington Hwy to John Kesson Lane	2.2
Narragansett	Beach St	Sprague Bridge to Ocean Rd	1.2
Narragansett	Ocean Road & Old Point Jud	Rt 108 to End	0.8
Narragansett	Ocean Road & Old Point Jud	Rt 108 to End	0.8
Narragansett	Great Island Rd & Gallilee Co	Loop In Gallilee	0.5
Narragansett	Kingstown Road	Rt. 108 Rotary to Narragansett Avenue	1.0
Narragansett	Narragansett Avenue	Kingstown Road to Beach Street	0.3
North Kingstown	Railroad Avenue	Exeter Road to Mill Pond Road	1.1
North Kingstown	West Main Street	US-1/Tower Hill Road to Roosevelt Avenue/Park Entrance	0.1
North Kingstown	Boston Neck Road	Brown Street/Phillips Street to Beach Street	0.3
North Kingstown	Boston Neck Road	Rt. 138 Westbound Ramp to Ferry Road	1.4
North Kingstown	Post Road	Richard Smith Dr. to Chadsey Road	2.1
North Kingstown	Devil's Foot Road	Sachem Road to School Street	0.5
Portsmouth	West Main Road	Locust Avenue to Lane Split South Of Rt. 24 Nb On-Ramp (North Of	1.7
Portsmouth	Boyd's Lane	Rt. 138/East Main Road to Park Avenue	0.4
Portsmouth	Park Avenue	Norsemen Dr to Boyd's Lane	0.2
Portsmouth	Turnpike Avenue	Rt. 138/East Main Road to Rt. 114/West Main Road	1.0
Portsmouth	Schoolhouse Lane	Middle Road to Rt. 138/East Main Road	0.4
Portsmouth	Chase Lane	Park Avenue to Boyd Lane	0.4
Richmond	Church Street	Westerly Town Line to Switch Road	1.5
Richmond	Switch Road	Rt 91/Alton Road to Woodville Road	1.6
Richmond/S. Kingstown	Old Esquapaug Road (E-W R	RI 138 to Glen Rock Road	0.1

Continued on Next Page

2022 Pavement Preservation

Crack Seal - FFY 2021 Work to be Completed in FFY 2022 (Continued)

Municipality	Road Name	Road Limits	Miles
S. Kingstown	Main Street/Post Road	Rt 108 to US 1	2.0
S. Kingstown	Post Road	US-1 to Old Post Road	0.7
S. Kingstown	Old Post Road	Post Road to Main Street	0.4
S. Kingstown	Post Road & Main Street	Old Post Road to High Street	0.1
S. Kingstown	Main Street	High Street to Rt. 108/Kingstown Road	0.1
S. Kingstown	Kingstown Road	Narragansett Town Line to North Road	1.4
S. Kingstown	Kingstown Road	Kersey Road to North Road (Through Peacedale)	0.4
S. Kingstown	Kingstown Road	Dam Street to Rt 138/Mooresfield Road	1.9
S. Kingstown	Ministerial Road	US-1 to Tuckertown Road	2.2
Tiverton	Main Road	Highland Road to Highland Road	1.5
Tiverton	Main Road	East Road to Anthony Way	1.7
Tiverton	Nannaquacket Road	Main Road/Rt. 77 to Main Road/Rt. 77	1.7
Tiverton	East Road	Rt 77/Main Road to Stone Church Road	1.6
Tiverton	Stone Church Road	East Road to Sylvia Road	0.5
Tiverton	Riverside Dr	Rt 77/Main Road to Sakonnet River Bridge	0.4
Tiverton	Canning Blvd	Stafford Road Roundabout to Mass State Line	0.2
Tiverton	Fish Road	Beth Road to Mass State Line	1.2
Tiverton	Main Road	Mass State Line to John Street.	2.3

Total 67.5

At the time of advertisement, the quantities for the Crack Seal Program are estimates based on existing condition. It is not unusual for the condition of the roadway to deteriorate further before repair activities commence. Therefore, the project carries additional roadway lane mile to ensure that all quantities will be exhausted at substantial completion. In any given year, if roadways exceed available project quantity, the remaining roads will be shifted and prioritized to be completed in the next construction season.

Transit Operations

The Transit Operations Program consists of various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and marketing. Primary operating funding sources this quarter were federal Congestion Mitigation and Air Quality (CMAQ) and Federal Transit Administration (FTA) CARES funds.

Gains in commuter rail ridership continued this quarter. Daily weekday ridership to/from Providence, TF Green Airport, and Wickford Junction stations increased by 14 percent over the previous quarter, although it is still only 44 percent of pre-pandemic levels. Ferry ridership increased 106 percent over the 2020 season when passenger limits were in effect. Compared to pre-pandemic ridership in 2019, the season was 20 percent lower than the total ridership in 2019. Considering the inclement weather on weekends this summer, particularly in July, this can be considered a success, as the ferry is weather-dependent.

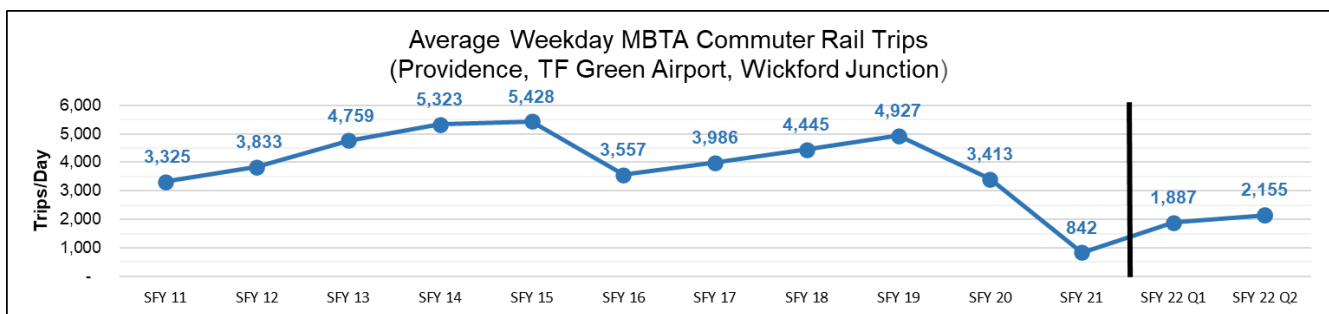
The upper floors of the Wickford Junction parking facility have continued to be used as a drive-thru testing and vaccination site with 400-500 daily vehicles for testing. General parking space utilization further increased since URI's fall semester has begun. SFY 2022's second quarter averaged 260 daily cars – almost 240 percent above SFY 2021's average.

The Office of Transit also monitors usage of the twenty-two state-owned and one state-leased park and ride lots. From October 2019 (pre-pandemic) to October 2020, weekday lot usage dropped 60 percent to 489 daily parked cars. In October 2021, approximately half of those losses were regained with 854 weekday parked cars representing a 75 percent increase from 2019.



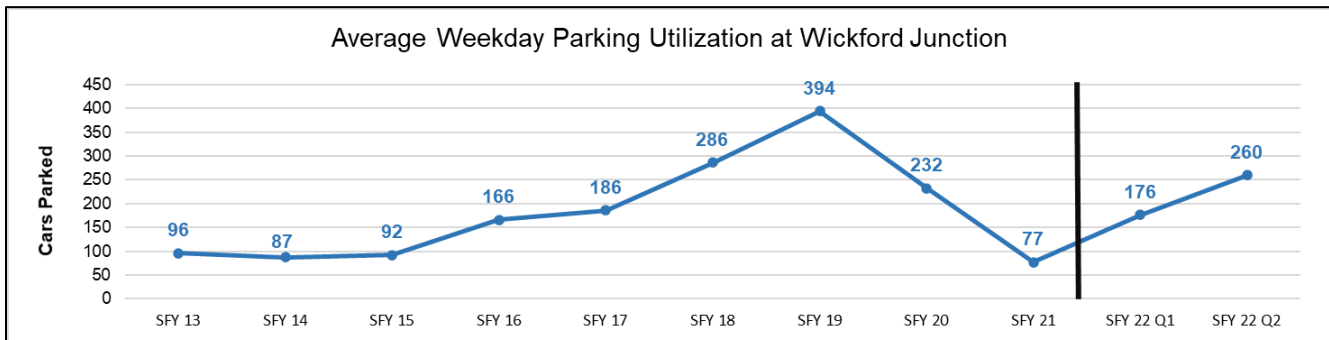
Barrington Park-and-Ride

Commuter Rail Ridership



Definition: Quarterly weekday ridership counts and estimates of MBTA trips at the Providence, T.F. Green Airport, and Wickford Junction commuter rail stations (counts include both boardings and alightings)

Parking Garage Utilization



Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage

Ridership and Garage Utilization Data Sources: MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts, RIDOT partial counts, observations (SFY20 Q4), and Wickford Junction operator transactions.

Safety

Since the 2022 federal fiscal year began in October, the Department took a lead role in three different media campaigns to highlight best practices/behaviors relating to driving, walking, and bicycling. In October, Director Alviti joined AAA on a virtual press conference focused on reminding people to “Slow Down and Move Over”. In November, the department was invited to a law enforcement driven press event that reminded everyone to be extra vigilant about wearing seatbelts during the Thanksgiving Holiday. In December, the Director was invited to another media event which announced “honor” patrols by law enforcement officers. These special patrols are intended to share the reality of what is taken away when someone chooses to drink and drive: a life. The honor patrols were in memory of people who were killed in impaired driving crashes. RIDOT continues to rely on the public “owning” their responsibility to keep everyone safe on our roadways.

During the first quarter of FFY 2022, RIDOT began preliminary drafting of Rhode Island’s five-year Strategic Highway Safety Plan (SHSP). The SHSP is the State's comprehensive transportation safety plan, based on safety data and developed after consultation with a broad range of safety stakeholders. It combines behavior modification countermeasures with engineering strategies. Rhode Island’s most recent SHSP ends in 2022 and a new one will be created and approved by late 2022. The new plan will cover FFY 2023-2028.

Looking forward to what’s upcoming, RIDOT/OHS will continue to support efforts to increase the number of law enforcement drug recognition experts (DRE) in every community. DREs serve as a proven countermeasure against impaired driving on our roadways. It’s an intensive law enforcement training but it’s an important one since we continue to witness too many impaired drivers on our roadways. DREs are a protective layer we support on behalf of increased roadway safety for all RI residents and visitors.

As of December 31st, RIDOT and the Office of Highway Safety are tracking 64 roadway fatalities in calendar year 2021, which would be three less than in 2020. While this may not appear a particularly significant drop, there were undoubtedly lives saved by agency- promoted safe-behavior campaigns and infrastructure/engineering strategies. It’s believed that the rise in nationally tracked traffic fatalities was in-part attributable to unsafe driving behavior associated with the pandemic. These behavioral trends appear to have continued in 2021: speeds were up, alcohol sales soared, and school and business-based safety programs remained limited.

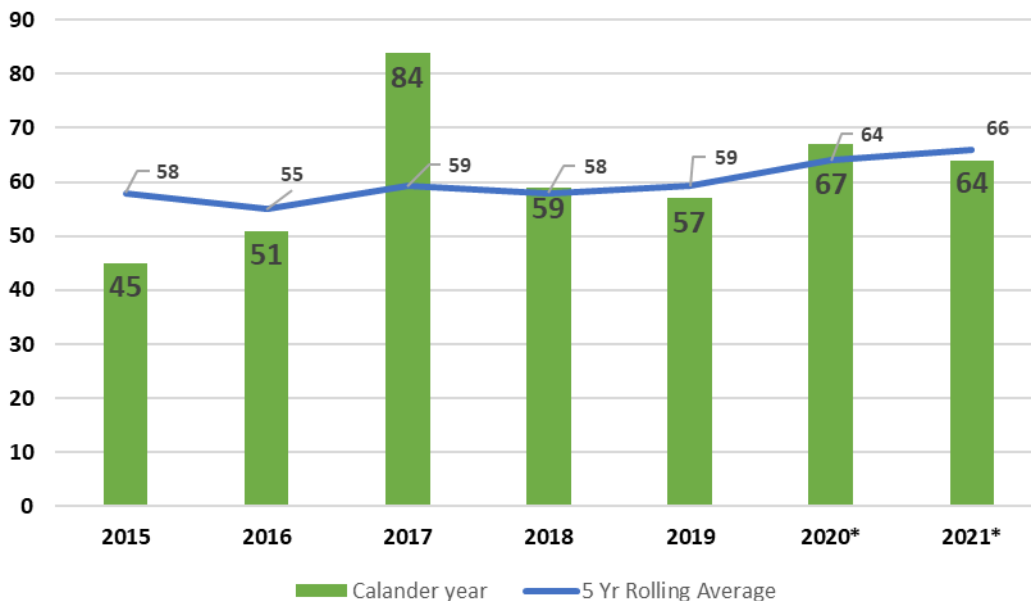
Although year-over-year fatality reduction may reflect some improvement, it remains unacceptable. Especially given that most of Rhode Island’s fatal crashes are preventable. RIDOT remains focused on making State roadways a safe place for all pedestrians, bicyclists, and drivers. “Towards Zero Fatalities” is not just a catchphrase for RIDOT, it is a place we are determined to get to on behalf of all families. We continue to focus our programs and funding on increasing safety measures on all Rhode Island roadways.

FARS FATALITIES BY PERSON TYPE 2014-2021

PERSON TYPE	2014	2015	2016	2017	2018	2019	2020* (prelim.)	2021* (prelim.)
Motor Vehicle Occupants	25	28	31	50	30	36	35	41
Motorcyclists	10	9	4	11	18	13	13	14
Pedestrians	14	8	14	21	7	8	17	7
Bicyclists	0	0	2	2	1	0	2	2
ATV	1	0	0	0	2	0	0	0
Person on Personal Conveyance	1	0	0	0	1	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	51	45	51	84	59	57	67	64

Note: Per Federal Rule, fatality data remains in "preliminary" status for 12 months following the close of calendar year.

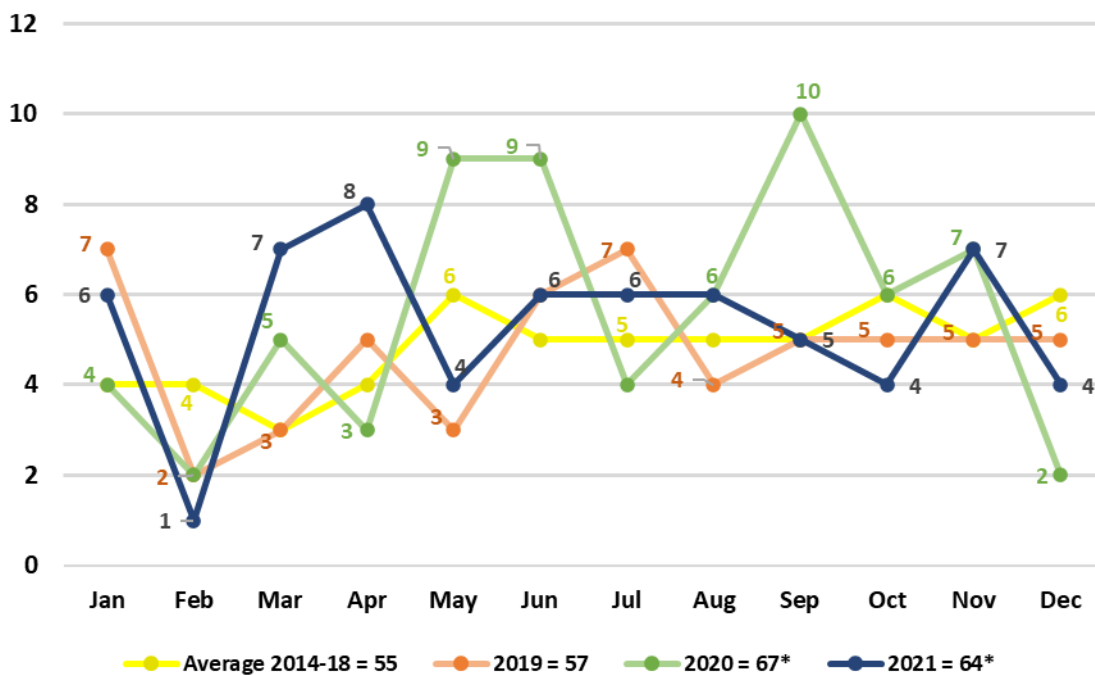
Traffic Fatalities by Year



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.



Traffic Fatalities by Month



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

The RIDOT Maintenance Division district facilities and specialized crews continued their daily operations of road patching, drainage structure cleaning and repairs, road sweeping, pavement marking striping, grass mowing, tree trimming and removal, litter cleanup, sign installations and repairs, traffic signal maintenance, and bridge maintenance (joint repairs, bridge washing, vegetation removal, etc.) along the State roadways. During the first quarter of FFY 2021, RIDOT swept 288 curb miles of roadway, mowed 735 miles of grass (mower passes), repaired 97 drainage structures, cleaned 1,936 drainage structures, installed 1,476 signs (this includes replacement signs and new signs requested). The RIDOT Maintenance Division continues to use the services of the automated pothole patching truck vendor through the winter months, which provides more efficient, longer lasting pothole repairs. Repairs to damages from Hurricanes Henri and Ida also continued through the first quarter.



The RIDOT Maintenance Division continues to prioritize the fleet procurement for the upcoming months with the current fleet budget for State Fiscal Year 2022. This past quarter RIDOT procured 6 new portable message boards (more needed recently for COVID support) and the bid for 14 new plow trucks was awarded. The 14 new plow trucks are not expected to be delivered until 2023 due to production being impacted by the COVID pandemic.

For facility improvement projects, construction for the Middletown Maintenance Facility improvements is ongoing (demolish back storage buildings, build new back storage building, improvements to main front building, etc.) and will be complete by the spring/early summer. The Smithfield Maintenance Facility boiler replacement project will be complete by winter/early spring (shipment delays for the new boiler pushed back the schedule). Repairs to parts of the exterior at the RIDOT Maintenance Division Headquarters building in Warwick were completed. Additional maintenance facility improvement projects (exterior building improvements, lot repaving improvements, facility heating system upgrades, facility lighting improvements, etc.) will be developed with the upcoming fiscal year budgets.

During the first quarter, the RIDOT Maintenance Division issued 15 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 128 utility permits for utility construction impacting the State Highway ROW. The PAP e-permitting system is almost at the one-year mark since full launch and staff continue to make improvements to the system to make it even more efficient.

The end of the first quarter started the 2022 Winter Season. There have been four storm events and RIDOT's heavy plow truck fleet was ~90 percent operational. RIDOT's salt stockpiles were fully stocked prior to the first snowfall and will be kept adequately stocked throughout the winter. RIDOT is entering its second winter season using the new storm manager app software for its winter vendors that tracks time/location and generates invoicing to streamline the vendor payment process. Enhancements were made to make the software even more user friendly and efficient this season.

FY2022 Winter Operations Summary

Storm Date	Storm Hours	Snowfall (Inches)	Salt (Tons)	Number of RIDOT Heavy Plow Trucks in Fleet	Number of RIDOT Heavy Plow Trucks Snow Ready	Percent (%) RIDOT Heavy Plow Trucks Snow Ready
12/8/2021	16	0.1	2,212	162	143	88%
12/24/2021	15	3.0	6,929	162	148	91%
12/25/2021	8	0.0	1,778	162	148	91%
12/28/2021	7	0.2	2,014	162	148	91%
Totals	46	3.3	12,933			



In 2015, under new administration, RIDOT performed a review of all agency “legacy issues” and identified stormwater as an area requiring significant attention and prioritization.

Background: In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act, which in Rhode Island is administered by the Department of Environmental Management (DEM). In May 2014, the US Department of Justice (DOJ) notified RIDOT that the EPA had requested that DOJ bring a federal court action against RIDOT for violations of conditions and limitations of its stormwater permit. The

violations focused on lack of actions related to the control of pollutants discharged to impaired water bodies, illicit discharge program development (IDDE) and screening, and good housekeeping measures such as inspection/cleaning of catch basins and street sweeping. DOJ offered RIDOT the opportunity to discuss a resolution without the need for formal litigation through execution of a consent decree. When the new RIDOT management team arrived in February of 2015, it completed negotiations of the consent decree, which became effective in December 2015. In response to the EPA audit, DOJ negotiations, and the consent decree, RIDOT created an Office of Stormwater Management (OSM) and a \$112 million ten-year Stormwater Compliance Implementation Plan.

Update: During the first quarter of FFY 2022, the Environmental Division continued its efforts to comply with the EPA Consent Decree, assist in the environmental permitting and compliance on all RIDOT projects, and to meet all Municipal Separate Storm Sewer System (MS4) obligations. Throughout the quarter, the division completed numerous project design reviews, feedback for grants, continued its work on the development of a permit tracking program and database, responds to drainage and erosion issues, reviewed state land sale proposals and physical alteration permits and performed numerous construction/final inspections.

Q1 Highlights:

- Submitted Stormwater Control Plan to EPA for three new watersheds as required by the consent decree
- Submitted revised IDDE plan to reduce false positive investigations
- Incorporated stormwater and drainage repair into 35 revised Transportation Improvement Program (TIP) projects
- Coordinated with DEM/EPA/DOT/DOH to conduct sampling and investigation of beach closures at Scarborough
- Inspected 53 stormwater proprietary treatment units for maintenance
- Initiated development of a streamlined stormwater design tool – E-Tool
- Completed construction of the Buckeye Brook stormwater retrofit

Projects

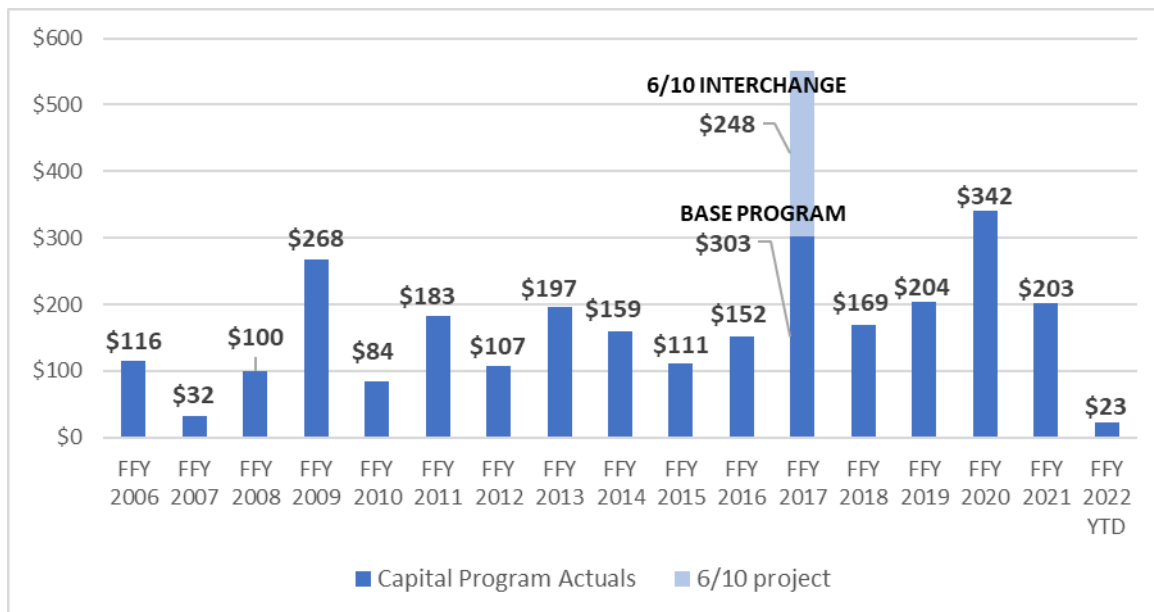
Project Performance

RIDOT is currently tracking 36 capital projects in active construction as of the end of the first quarter of FFY 2022. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion. One active construction project from the FFY 2017 class is currently late and another is late and over-budget. One active construction project from the FFY 2018 class is late and over-budget. Two projects are both late and over-budget from the FFY 2019 class. For 2021, one project is currently late.

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Contract Value of projects in construction	On Budget % (by Projects)	On Time % (by Projects)	# of Projects in Construction
FFY17	94%	80%	\$ 337.2	67%	33%	3
FFY18	71%	71%	\$ 60.3	67%	67%	3
FFY19	80%	80%	\$ 137.0	71%	71%	7
FFY20	100%	100%	\$ 318.9	100%	100%	8
FFY21	100%	99.5%	\$ 191.2	100%	93%	15

Capital Program Construction



FFY 2021 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY21					
2604G	HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave	Oct-20	\$ 2.81	\$ 2.02	\$ (0.79)
2603F	Bridge Group 32 - I-95	Nov-20	\$ 31.33	\$ 28.90	\$ (2.43)
0050B	Pell Bridge Ramps - Phase 2	Nov-20	\$ 67.35	\$ 57.98	\$ (9.37)
0014N	Bridge Group 59C – Reconstruction of Reservoir Ave. RR Bridge	Dec-20	\$ 8.75	\$ 7.89	\$ (0.86)
0091U	HSIP - Intersection Safety - Route 6 & 7	Dec-20	\$ 3.16	\$ 2.53	\$ (0.62)
2604D	I-95 SB High Speed Lane Resurfacing (ARD)	Dec-20	\$ 0.32	\$ 0.22	\$ (0.10)
2601W	Rt 1 - Post Rd (NKS) - Drainage	Jan-21	\$ 8.81	\$ 5.54	\$ (3.27)
0201L	Bridge Group 57J - Browning Mill	Jan-21	\$ 0.83	\$ 0.60	\$ (0.24)
2603S	HSIP - Roadway Departure Mitigation - 2021	Feb-21	\$ 1.10	\$ 0.88	\$ (0.22)
0162D	SRTS - C-4 (wrn)	Feb-21	\$ 4.42	\$ 3.75	\$ (0.67)
2604A	2021 PPEST C-1	Mar-21	\$ 2.20	\$ 1.93	\$ (0.26)
2604B	2021 RAC C-1	Mar-21	\$ 1.15	\$ 1.16	\$ 0.01
2604C	2021 Crack Sealing North, South, Central Regions C-1	Mar-21	\$ 1.20	\$ 0.84	\$ (0.36)
2604M	Bridge Group 57T-10 – I-195 Washington North Phase 2	Mar-21	\$ 59.19	\$ 59.49	\$ 0.29
0012X	I-195 Relocation - C-19 - Parks/Bridge Completion	Apr-21	\$ 0.46	\$ 0.48	\$ 0.03
0083R	Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	May-21	\$ 4.11	\$ 3.70	\$ (0.41)
0131N	Salt Storage Facility - Pawtucket	May-21	\$ 1.44	\$ 1.85	\$ 0.41
0016N	Bridge Group 35 - I-295	Jun-21	\$ 10.40	\$ 9.18	\$ (1.21)
2602X	Bridge Group 45C_H - Cottrell	Jul-21	\$ 2.72	\$ 2.62	\$ (0.11)
2603N	Route 146 Reconstruction	Jul-21			
0013D	Bridge Group 51B - Rt 37 C-3	Aug-21			
0032B	Bridge Group 69E - Hunts Mills	Sep-21	\$ 6.58	\$ 5.51	\$ (1.07)
0025Z	Intersection Safety Improvements 2019 C2	Sep-21	\$ 4.32	\$ 4.62	\$ 0.30
0011U	Mileage Based Exit Renumbering C-4 - I-95	Sep-21	\$ 1.07	\$ 0.93	\$ (0.15)
			\$ 223.71	\$ 202.60	\$ (21.10)

FFY 2022 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY22					
0016U	Bridge Group 42A	Oct-21	\$ 3.92	\$ 2.94	\$ (0.98)
2602W	Bridge Group 45B_H - Kings Factory	Oct-21	\$ 4.30	\$ 3.55	\$ (0.75)
2604R	Rt 146 Guide Signs C-2 (Re-advertised)	Oct-21	\$ 4.12	\$ 5.88	\$ 1.76
2603T	HSIP - Intersection & Crosswalks Central-South - 2022	Nov-21	\$ 3.04	\$ 2.78	\$ (0.26)
0082N	East Shore Expwy & Wampanoag Tr	Nov-21	\$ 10.80	\$ 7.98	\$ (2.82)
0082U	Rt 138A - Aquidneck Ave (E Main Rd - Green End Ave)	Dec-21			
0188A	Barrington & Warren Bike Path Bridges (DB)	Dec-21			
0016R	Bridge Group 39 - Rt 146	Jan-22			
2603U	HSIP - Intersection & Crosswalk Improvements East Bay - 2021	Jan-22			
0074Q	Airport Connector & Rt 1/1A Post Rd.	Feb-22			
0031Z	Bridge Group 13B - Rt 146 C-2	Feb-22			
2604N	HSIP - High Risk Rural Roads - 2022	Feb-22			
0016Q	Bridge Group 37 - I-295 Mendon	Feb-22			
2603G	Bridge Group 33A - I-295 Providence St.	Mar-22			
2605C	2022 Crack Sealing C-1	Mar-22			
2605A	2022 Paver Placed Elastomeric Surface Treatment C-1	Mar-22			
2605B	2022 Rubberized Asphalt Chip Seal C-1	Mar-22			
9009B	Pawtucket/Central Falls Transit Center Parking Lot	Mar-22			
9005V	Providence Station Improvements SOGR	Mar-22			
2604P	HSIP - Intersection & Crosswalks East-South - 2022	May-22			
2604Q	HSIP - Intersection & Crosswalk - North-Central - 2022	May-22			
0082S	Boston Neck Rd & South County Tr	Aug-22			
0013T	Bridge Group 14 - Rt 99	Aug-22			
2605G	Interstate Resurfacing (I-95 and I-295)	Sep-22			
0139D	Group 54B - Rt 138 Kingston Station RR	Sep-22			
2603M	Bridge Group 04_R - Huntington	Sep-22	\$ 26.18	\$ 23.13	\$ (3.05)

FFY 2021 and FFY 2022 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY21					
2603V	*Steel Repairs to Branch Avenue RR Bridge	Nov-20	\$ 0.50	\$ 0.18	\$ (0.32)
0073R	Statewide Striping - North	Jan-21	\$ 2.62	\$ 2.80	\$ 0.18
9008K	Statewide At-Grade Railroad Crossings	Jan-21	\$ 0.33	\$ 0.22	\$ (0.11)
2603X	Statewide Striping - East Bay	Feb-21	\$ 2.27	\$ 2.27	\$ 0.00
2604F	*Priority Steel Repairs to Bridge 061901	4/23/21	\$ 0.20	\$ 0.23	\$ 0.03
2604J	Girder Repairs to Louisiquisset Pike Bridge	4/29/21	\$ 0.37	\$ 0.20	\$ (0.17)
2604E	Silver Creek Bikepath Culvert	10/5/21	\$ 0.17	\$ 0.16	\$ (0.01)
2604H	Providence Street Wall Repairs	Apr-21	\$ 0.85		
2604K	Ramp B-EL Girder End Timer Blocking	Apr-21	\$ 6.29	\$ 6.06	\$ (0.23)

NOTE: These projects typically require immediate action to extend the useful life of a project until the full project is programmed in the 10-year plan and have been added to the Quarterly Report as the Department strives to ensure that all projects follow the same transparency in schedule and budget. Examples of projects will include the response to critical bridge findings, statewide striping needs and other maintenance actions etc.

NOTE: *Paper Bid – projects that are not advertised through the automated procurement process

Construction Program Changes

Construction Program Update:

Added to FFY 2018:

9007Q Pawtucket/Central Falls commuter Rail Station and Bus Hub

Added to FFY22:

0074Q – Airport Connector & Rt 1/1A Post Rd.

0082S – Boston Neck Rd & South County Tr

2605G – Interstate Resurfacing (I-95 and I-295)

9009B - Pawtucket/Central Falls Transit Center Parking Lot

9005V – Providence Station Improvements (State of Good Repair)

Removed from FFY22

0131P – Salt Storage Facility – Newport – due to revision of scope

TRANSIT –the Department is including the 3 Transit projects in the budget/schedule detail section of the report; previously the projects were only listed in the Special Project Sections

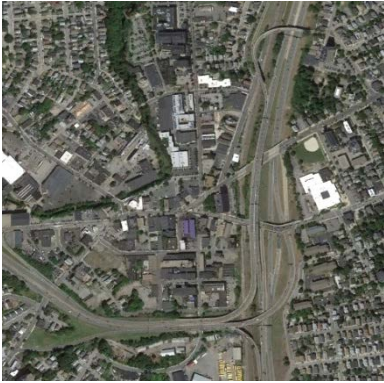
9005V – Providence Station State of Good Repairs and Capacity

9009B – Pawtucket Central Falls Transit Center Parking Lot

9007Q – Pawtucket/Central Falls Bus Hub & Commuter Rail Station

NOTE: In recent quarters, construction activities were impacted by COVID-19. The demand for construction materials and personnel has continued to intermittently delay several projects. While the department continues to work with contractors to mitigate delays, the effects of COVID-19 will potentially impact project schedule performance.

The Route 6/10 Interchange



This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the “missing move” to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

Update: During the first quarter of FFY 2022, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. On November 19, 2021, the Olneyville Bypass Bridge that connects Route 10

NB to Route 6 WB was opened to traffic marking the first time the travelling public can make the 10 NB to 6 WB movement while remaining on a limited access highway. This new connection will save the traveler an average of seven minutes from the having to navigate city streets through Olneyville. On December 23, 2021, RIDOT opened the new connection between Route 10 SB and Route 6 WB which allowed traffic to be removed from the elevated portion of Route 6 between the 6/10 split and the Huntington Avenue Viaduct. This shift also removed traffic from two structurally deficient bridges which will allow for their demolition. Work also continued the new exit ramp onto Broadway and the installation of a new drainage system. RIDOT continues to coordinate with the City of Providence.

At-Grade Railroad Crossing Program



The department oversees the Federal Highway Administration’s Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures.

Update: RIDOT awarded a contract in 2021 for the signing and striping of several statewide At-Grade Railroad crossings to bring them up to the current MUTCD standards. The project was substantially complete as of November 2021. The Quonset Development Corporation has awarded seven grade crossing construction projects within Quonset. Work began in September 2020 and substantial completion was met in September 2021 and the project closeout has begun. Work on project development with Providence and Worcester Railroad to upgrade two at-grade railroad crossings continued, advertising of this project is anticipated for spring 2022. Work continued to finalize the Federal Railroad Administration’s (FRA) Highway-Rail Grade Crossing State Action Plan. This federally mandated State Action Plan is anticipated to be approved by FRA next quarter.

Special Projects

The Route 37 and I-295 Interchange Safety Improvements Project - Cranston



The Route 37 and I-295 interchange improvements will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6. Five of the six bridge structures will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high-speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the “Cranston Canyon”, will have a third lane added to aid in the heavy congestion and on-ramp merges through the area. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Update: During the first quarter, RIDOT responded to questions from the prospective teams and reviewed the Alternate Technical Concepts (ATC) proposed by each team. For next quarter, RIDOT will review the final Technical and Price Proposals submitted by the prospective teams, award the project, and give notice to proceed to the selected team.

The Route 95 North Bound Viaduct Project - Providence



Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This proposed project includes the replacement of the Northbound I-95 Providence Viaduct. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that will be replaced are structurally deficient, with five additional structures being rehabilitated.

Update: During the first quarter, construction continued the piers for the new Providence Viaduct Northbound structure and the southern half of the Smith Street Bridge was demolished. Utility relocation work on Park Street, between Smith and Hayes, and bridge rehabilitation to the Charles Street and Ashburton Street bridges also continued. Next quarter, construction of the new abutments and piers for the new Providence Viaduct Northbound structure will continue and installation of the new steel girders will begin. Construction of a new bridge carrying Route 146 over I-95 will also continue and construction of a new Atwells Avenue on-ramp bridge to I-95 North will begin.

Bridge Toll Facilities



A key component of the RhodeWorks infrastructure improvement plan is to assess user fees on tractor trailers to fund the reconstruction of structurally deficient bridges. This will be done by erecting All Electronic Tolling (AET) equipment at these bridge locations. The toll will be set at a level to generate enough revenue to pay for the bridge reconstruction cost proportionate to the amount of damage tractor trailers have caused.

Update: During the first quarter, RIDOT continued collecting tolls at twelve locations throughout the state. Work continued for the design of Toll Zone 5, Providence Viaduct, which is anticipated to go live in 2022. Throughout the first quarter of FFY 2022, revenues from active locations were consistent and on-target with projections.

FHWA Ferry Boat Program



RIDOT oversees the Federal Highway Administration's Ferry Boat Program. The program is formula-based and is to be used for the construction of ferry boats and ferry terminal facilities. Funds are made available for eligible projects through the State using the data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. Each operator utilizes a publicly owned terminal facility.

Update: RIDOT continues to work with the three awarded ferry operators on eligible projects. Currently, RIDOT is working on a pilings improvement project with Interstate Navigation. Interstate Navigation has awarded the project to replace dock pilings and anticipates construction to begin early spring 2022 with completion summer 2022. RIDOT is also working with A&R Marine to perform upgrades and repairs to the Bristol dock for the Prudence Island Ferry. A&R Marine anticipates advertisement in the spring of 2022. RIDOT is currently designing site improvements for the Providence to Newport ferry at the India Street landing site and anticipates solicitation for construction in this spring. Repaving of the India Street parking lot in Providence was completed in November 2021.

Pell Bridge Ramps Phase 2



The reconstruction of the Newport Pell Bridge Approaches (Pell Bridge Ramps Phase 2) was started to address the need to make travel into Newport easy and safe and to provide an efficient ramp system with a smaller footprint. The project will reconstruct the Pell Bridge approach ramps to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of

excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities.

Update: During this past quarter, installation of drainage, curbing and electrical conduit continued along JT Connell and Admiral Kalbfus. Gas line utility work was completed along Admiral Kalbfus from the roundabout to approximately Halsey Street. In addition, Bridge demolition and rehabilitation work was conducted within the median area for the three overpasses along Route 138 (Third Street, Newport Secondary and JT Connell).

Multi-Hub Project



The Multi-Hub Project will locate RIPTA bus hub activities to new facilities adjacent to the Providence Station, Kennedy Plaza, and Garrahy Courthouse in an effort to develop a downtown bus operations plan linking proposed transit centers with major employment and activity centers. RIDOT is working on this project with RIPTA, the City of Providence, and the Governor's Office.

Update: Preliminary design work is continuing. Stakeholder coordination and public outreach will continue over the next quarter prior to advancing to a final design.

Special Projects

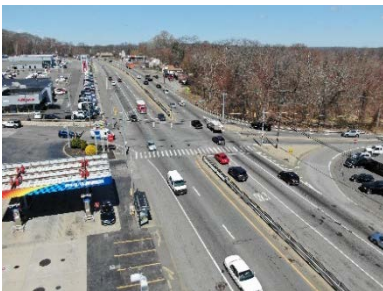
Providence-Newport Ferry Service



Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island's transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites, and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC).

Update: RIDOT concluded the 2021 ferry season on Columbus Day Weekend. RIDOT is currently negotiating the 2022 ferry season contract. The ridership increased substantially by over 100 percent compared to 2020 as more people get vaccinated and the State recovers from the pandemic.

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-distributor "CD" type roads. Other project components

include but are not limited to bridge rehabilitation, bridge replacement, improving the weave area at the Rt. 99/Rt. 146 and I-295 south exit, redesigning the Rt. 146/146A interchange to a diverging diamond interchange (DDI), installation of wrong way driving detection at select ramps, implementing bus-on-shoulder signs and pavement markings from Mineral Spring Avenue to I-95, installation of high friction surface treatment at select ramps, enhance the weigh station on Rt. 146 south by adding weigh-in-motion (WIM) technology, extending RIDOT's fiber optic network for intelligent transportation systems/traffic monitoring from I-295 to the MA State line, and pavement resurfacing from I-295 to the MA State line.

Update: During the first quarter of FFY 2022, RIDOT hosted interviews with the shortlisted DB Teams for alternative technical concepts (ATC's) and reviewed final ATC's submitted by the DB Teams. Over the next quarter RIDOT plans to continue with procurement, which includes reviewing and scoring the final technical and price proposals from the shortlisted DB Teams and notifying the apparent best value respondent. Within the past twelve months and upon immediate notice of winning the INFRA Grant for this project, RIDOT has successfully prepared preliminary design plans and contract documents, advertised the RFQ, shortlisted qualified design build teams, advertised the RFP and has nearly completed the procurement of a final design build team. Construction is still expected to start in spring 2022.

Route 4 and Interstate 95 Interchange



This project involves two components, the completion of the interchange which connects Interstate 95 with Route 4 and the installation of three interchange ramps connecting Route 403 to local streets in North Kingstown. Currently, I-95 Southbound is connected to Route 4 Southbound and Route 4 Northbound is connected to I-95 Northbound. Traffic wishing to access Route 4 Southbound from I-95 Northbound or traffic wishing to access I-95 Southbound from Route 4 Northbound needs to use local roads. This additional traffic adds to congestion along Division Street and Route 2 and longer travel times for both freeway and local traffic.

The completion of missing access ramps to and from Route 403 will include the completion of the Route 403 interchange at West Davisville Road by adding an entrance ramp from West Davisville Road to Route 403 Eastbound and an exit ramp from Route 403 Westbound to West Davisville Road. Additionally, an entrance ramp from Post Road Southbound to Route 403 Westbound will be added to provide a direct connection between these two roadways. The addition of these interchange ramps will reduce traffic on Devils Foot Road between West Davisville Road and Post Road and eliminate the need for Post Road Southbound motorists to access Route 403 Westbound via Gate Road.

Update: During the first quarter of FFY 2022, RIDOT continued to prepare NEPA documents for both components of the project and an Interchange Justification Report for the Route 4/Interstate 95 connections.

Pawtucket/Central Falls Train Station



In 2007, the City of Pawtucket completed a feasibility study on the restoration of commuter rail service in Pawtucket, with recommendations on station locations.

Update: RIDOT and the Design/Build team for the Pawtucket/Central Falls Train Station continued moving forward on the design and construction of the project on schedule for a Summer 2022 opening. Construction updates are posted monthly to the project website. Construction on both the bus hub and train station and utility, including Amtrak, coordination continues.

Financials

Expenditures

Actual operating expenditures totaled \$136 million in SFY21, \$28 million in Q2 SFY22, and \$57 million YTD for SFY22.

Operating Expenditures Details (Actuals)

(In Thousands)	SFY21	SFY22Q1	SFY22Q2	SFY22 YTD
<u>Administrative</u>				
In-house Labor	\$ 24,962	\$ 6,232	\$ 6,182	\$ 12,414
Overhead Recovery	\$ (20,112)	\$ (5,256)	\$ (4,952)	\$ (10,208)
Consultant Contracts	\$ 4,449	\$ 395	\$ 601	\$ 996
Miscellaneous (Admin)	\$ 2,493	\$ 667	\$ 593	\$ 1,260
Pass Throughs	\$ 95	\$ 50	\$ -	\$ 50
Total Administrative	\$ 11,887	\$ 2,088	\$ 2,424	\$ 4,512
<u>Highway Maintenance**</u>				
In-house Labor	\$ 33,632	\$ 9,530	\$ 8,752	\$ 18,282
Overhead Costs	\$ 2,301	\$ 636	\$ 651	\$ 1,287
Consultant Contracts	\$ 21,607	\$ 5,309	\$ 7,792	\$ 13,101
Construction Contracts	\$ 1,602	\$ -	\$ 182	\$ 182
Miscellaneous (Highway Maint.)	\$ 12,885	\$ 2,175	\$ 2,272	\$ 4,447
Pass Throughs	\$ 736	\$ 25	\$ 427	\$ 452
Total Highway Maintenance	\$ 72,763	\$ 17,675	\$ 20,076	\$ 37,751
<u>Safety</u>				
In-house Labor	\$ 521	\$ 172	\$ 161	\$ 333
Overhead Costs	\$ 381	\$ 107	\$ 100	\$ 207
Consultant Contracts	\$ 3,369	\$ 748	\$ 382	\$ 1,130
Miscellaneous (Safety)	\$ 131	\$ 28	\$ 19	\$ 47
Pass Throughs	\$ 4,714	\$ 1,140	\$ 1,145	\$ 2,285
Total Safety	\$ 9,116	\$ 2,195	\$ 1,807	\$ 4,002
<u>Transit Operations</u>				
Transit Operations	\$ 23,682	\$ 5,971	\$ 3,278	\$ 9,249
Total Transit Operations	\$ 23,682	\$ 5,971	\$ 3,278	\$ 9,249
<u>Winter Operations</u>				
In-house Labor	\$ 1,814	\$ -	\$ 379	\$ 379
Miscellaneous (Winter)	\$ 11,749	\$ 212	\$ 438	\$ 650
Total Winter Operations	\$ 13,563	\$ 212	\$ 817	\$ 1,029
<u>Emergency Repair Projects***</u>				
In-house Labor	\$ 478	\$ 10	\$ 10	\$ 20
Overhead Costs	\$ -			\$ -
Consultant Contracts	\$ 659	\$ 18		\$ 18
Construction Contracts	\$ 2,439	\$ 141	\$ 34	\$ 175
Miscellaneous (Emergency)	\$ 1,016	\$ 25		\$ 25
Pass Throughs	\$ 4	\$ 2		\$ 2
Total Emergency Repair Project	\$ 4,596	\$ 196	\$ 44	\$ 240
Total Operating Expenditures	\$ 135,607	\$ 28,337	\$ 28,446	\$ 56,783

*Expenditures derived from KIDOO's Oracle Financial Management System

**Includes bridge inspection, striping, crack sealing and chip sealing

***Expenditures directly related to emergency projects were not tracked separately until the 3rd Qtr of SFY16. Prior to that the expenditures for emergency projects were reported within the capital projects section. Based on new coding criteria for immediate need projects beginning during 1st Qtr of SFY20, funding now reflects accurate expenditures.

****Administrative expenses were down during 3rd Qtr of SFY20 due to the processing of the annual ICR adjustment.

*****The increase in administrative consultant costs during 2nd Qtr of SFY21 marks the beginning of the court proceedings of the tolling lawsuit.

Expenditures

Actual capital expenditures totaled \$489 million in SFY21, \$115 million in Q2 SFY22, and \$224 million YTD for SFY22.

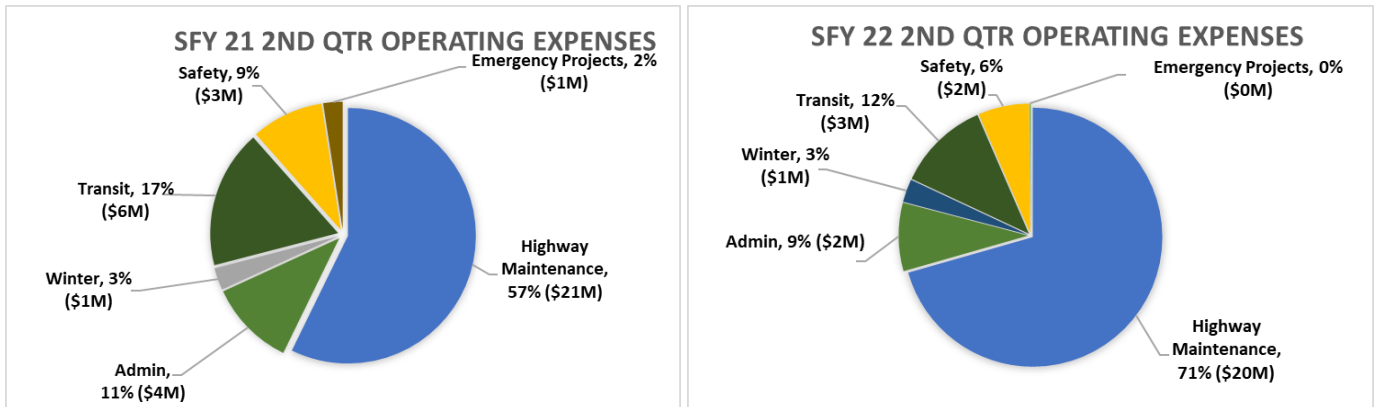
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY21	SFY22Q1	SFY22Q2	SFY22 YTD
<u>Debt</u>				
Debt	\$ 73,593	\$ 2,316	\$ 15,552	\$ 17,868
Total Debt Service	\$ 73,593	\$ 2,316	\$ 15,552	\$ 17,868
<u>Planning</u>				
In House Labor	\$ 3,690	\$ 891	\$ 909	\$ 1,800
Overhead Recovery	\$ 1,966	\$ 421	\$ 410	\$ 831
Consultant Contracts	\$ 1,445	\$ 521	\$ 644	\$ 1,165
Miscellaneous (Planning)	\$ 1,222	\$ 936	\$ 321	\$ 1,257
Total Planning	\$ 8,323	\$ 2,769	\$ 2,284	\$ 5,053
<u>Capital Projects</u>				
In House Labor	\$ 27,844	\$ 7,843	\$ 7,426	\$ 15,269
Overhead Recovery	\$ 15,008	\$ 4,021	\$ 3,733	\$ 7,754
Consultant Contracts	\$ 31,152	\$ 6,717	\$ 4,161	\$ 10,878
Construction Contracts	\$ 290,288	\$ 69,711	\$ 69,332	\$ 139,043
Miscellaneous (Capital Projects)	\$ 35,314	\$ 13,179	\$ 10,923	\$ 24,102
Total Capital Projects	\$ 399,606	\$ 101,471	\$ 95,575	\$ 197,046
<u>Capital Pass Throughs</u>				
Pass Throughs	\$ 7,687	\$ 2,644	\$ 1,275	\$ 3,919
Total Capital Pass Throughs	\$ 7,687	\$ 2,644	\$ 1,275	\$ 3,919
Total Capital Expenditures	\$ 489,209	\$ 109,200	\$ 114,686	\$ 223,886
Total RIDOT Expenditures	\$ 624,816	\$ 137,537	\$ 143,132	\$ 280,669

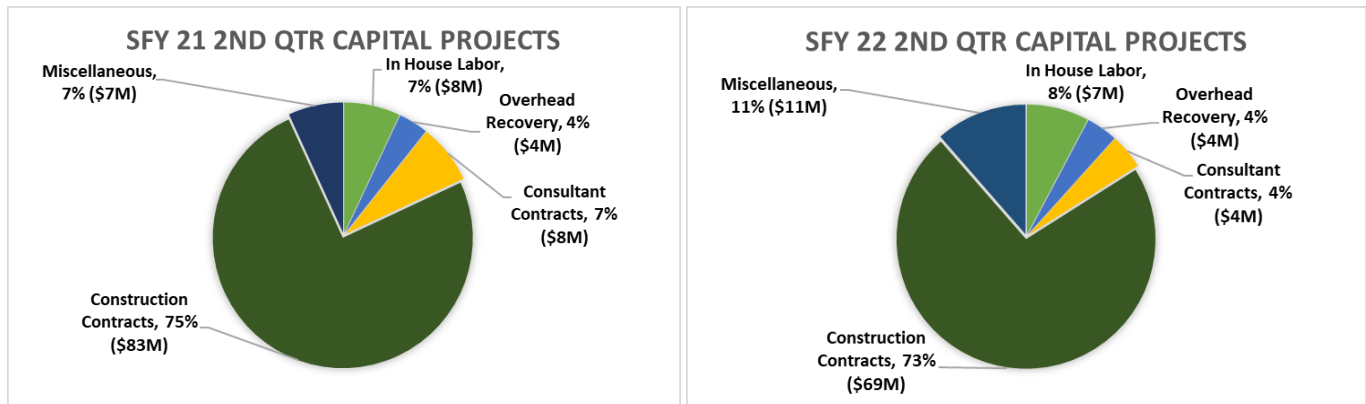
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.

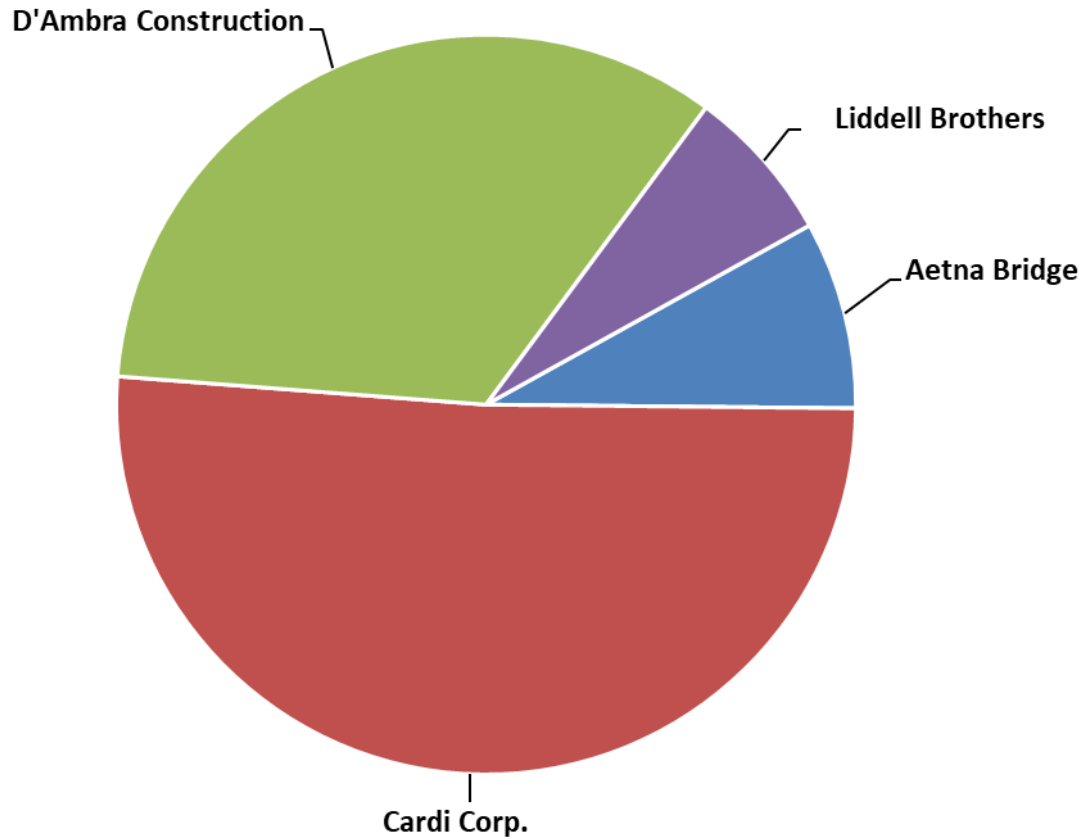


CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital costs other than those allocated to the construction contracts are considered “soft costs.” RIDOT’s 10 Year Plan calls for the reduction of soft costs over time to bring this portion of capital expenditures down to industry standards through the implementation of project management.



Construction Contract Awards

FFY 2022 (as of December 31, 2021)*



Contractor	No. of	Total Value Awarded
Aetna Bridge	1	\$1.117
Cardi Corp.	3	\$6.948
D'Ambra Construction	1	\$4.615
Liddell Brothers	1	\$0.926
Totals	6	\$13.606

*Chart contains only contractors awarded over \$500,000 in construction contracts as of December 31, 2021.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

FFY: Federal Fiscal Year (October 1 – September 30)

SFY: State Fiscal Year (July 1 – June 30)

Safety Information is collected and reported on a calendar year (**CY**) basis

Financial Information is reported on a State Fiscal Year (**SFY**) basis

All other information is reported on a Federal Fiscal Year (**FFY**) basis

Technical Definitions:

Emergency Awards: The Department occasionally faces the need for urgent response to certain situations. As defined by State Purchasing Regulations (9.6.2), an emergency is defined as follows: “An emergency shall mean a situation to which an urgent response is required. Immediate dangers to health and safety, threats to property and necessary functions, and failures of critical equipment constitute emergencies”

Advertise: The date of the public notice of the invitation for bids or request for proposals, typically posted on the State Purchasing’s website

At NTP: Notice to Proceed occurs when a Purchase Order is provided by the Owner to the Contractor authorizing work to begin

Substantial Completion: Substantial completion is reached when the work is completed so it can be safely and effectively used by the public. This may include the entire Project or a unit, or portion of the work such as a structure, an interchange, or section of road or pavement

Final Completion: Final completion is reached when all contract work is completed, including punchlist work, and all certifications have been received by the Department

LTD: Life to Date

Change Orders: A written order to the Contractor covering contingencies, extra work, increases or decreases in contract quantities, and additions or alterations to the plans or specifications within the scope of the contract, and establishing the basis of payment and time adjustments for the work affected by said change

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Highway Safety

FARS: The Fatality Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes

Pass throughs: Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge Inventory; the Federal Highway Administration identifies bridges that are greater than 20ft and used for vehicular traffic.

NHS: National Highway System is a network of strategic highways with the US, including the Interstate Highway System and other roads service major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

RIDOT System Quick Facts



1,193

Bridges (5+ feet) as of 12/31/21



More than

3,000

Lane miles of road



5 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



667

Total employees

(as of 12/31/21)